

Amendments to the Specification

Page 1, line 28, replace “the” (first occurrence) with --- The ---

Page 2, line 19, remove “a solid” and replace with --- an ---

Page 5, line 4, remove “a solid” and replace with --- an ---

Page 5, line 14, remove “solid”

Page 5, line 19, remove “solid”

Page 6, line 30, remove “a solid” and replace with --- an ---

Page 8, line 23, after “any” add --- free stream ---

Page 8, line 25, after “blades” remove “.” and add --- until exiting the propeller assembly aft of the
flare 444. ---

Abstract, line 6, remove “a solid” and replace with “an”

Replacement Paragraphs Marked Up To Show Changes Made

Page 1, lines 26-32

A double propeller is described in United States Patent 5,423,701, issued June 13, 1995, to Christian Rodskier, et al. ~~the~~ The inner sleeves of the respective propeller hubs includes axial passages for venting the exhaust gases of the engine it is attached to. This arrangement is said to be novel for double propellers and increases the overall propeller efficiency.

Page 2, lines 17-26

Briefly, a modular propeller embodiment of the present invention comprises a center hub with an integrated front cap and ~~a solid~~ an aluminum core encapsulated with fiber-reinforced composite polymer resin. A set of replaceable blades have bases that slip into and interlock with corresponding slots in the center hub. An elongated rear cap retains the blades in the center hub. The rear cap includes a nozzle section for expelling exhaust gasses that pass through the center parts of the hub, blade bases, and rear cap.

Page 5, lines 4-27

The center hub 102 has ~~a solid~~ an aluminum core encapsulated in long-fiber reinforced composite polymer resin, such as, VERTON marketed by LNP Engineering Plastics, Inc. (Exton, PA), or other engineering thermal plastics. Fig. 2 is an example which illustrates such construction.

The flexural stiffness of any panel is proportional to the cube of its thickness. A composite laminate core acts to increase the laminate's stiffness by effectively thickening it with a low-density core material. Such provides a substantial increase in stiffness for very little additional weight. In commercial practice, the encapsulated ~~solid~~ aluminum core allows shorter splined sections to be

used and so a wider variety of motors can be accommodated by fewer models. Such also allows higher powered motors to be used for similar weight and size propellers.

The ~~solid~~ aluminum core of center hub 102 is machined internally with splines that match those of splined shaft 110. In contrast, the prior art used splines that were pressed in with a rubber bushing. The intent was to provide some “give” if the propeller struck something solid. In practice, the rubber bushing has proven something solid. In practice, the rubber bushing has proven to be ineffective in preventing engine damage. In embodiments of the present invention, the blades themselves are intended to absorb energy in order to prevent drive train damage.

Page 6, lines 27-32 through Page 7, lines 1-6

Fig. 2 illustrates a three bladed modular propeller embodiment of the present invention, and such is referred to herein by the general reference numeral 200. The modular propeller 200 comprises a ~~solid~~ an aluminum metal hub core 202 that is encapsulated in an injection molded hub 204. A coaxial bore 206 is internally splined to fit on the driveshafts of a variety of boat motors. A set of replaceable, sacrificial blade units 208-210 have, e.g., a blade 211, and a base root 212 that slips into an interlocking cavity 214. Each base root 212 has exhaust chambers 216 and 218 that are divided by at least one vane 220.

Page 8, lines 23-27

During use, the exhaust gases do not mix with any free stream water contacting and being driven by the first or second set of replaceable propeller blades[[.]] until exiting the propeller system aft of the flare 444. So a laminar flow of water free of exhaust gas bubbles passes over the blades and makes the propeller more efficient in driving the boat.

Abstract, lines 5-12

A modular propeller comprises a center hub with an integrated front cap and ~~a solid~~ an aluminum core encapsulated with fiber-reinforced composite polymer resin. A set of replaceable blades have bases that slip into and interlock with corresponding slots in the center hub. An elongated rear cap retains the blades in the center hub. The rear cap includes a nozzle section for expelling exhaust gasses that pass through the center parts of the hub and blade bases.